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# The China Mail.

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GRAND PRIX PARIS, 1900.  
The Highest Possibility.  
JOSEPH GILBERT'S PENS.  
Of Highest Quality & Extreme Durable.  
The only Award, Chicago, 1893.  
NUMBERS FOR USE BY BANKERS.  
Barrel Pens, 25¢ each, 24¢  
Ship Pens, 35¢ each, 30¢ each, 20¢  
In Fine Medium and Broad points.  
The New Turned-up Point - 35¢

No. 12,020

號五廿月九年一零百九千一英

HONGKONG, WEDNESDAY, SEPTEMBER 25, 1901.

日三十月八年丑辛

PRICE, \$2.50 Per Month.

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## Intimations.

A DINNER will be given to the MEMBERS of the STRAITS and SINGAPORE CRICKET TEAMS during the week ending 16th November, at the City Hall.  
Subscription \$10.00.  
Lists for Subscription will be exhibited at the Hongkong Club and the Cricket Club, or Names may be sent to the Undersecretary.  
E. GUMPERT,  
Messrs. Calbeck, Macgregor & Co.,  
Hongkong, September 23, 1901. 1971

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office on SATURDAY, 28th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for 30th June, 1901.  
THE TRANSFER BOOKS of the Company will be CLOSED from the 23rd to the 28th September, both days inclusive.  
DOUGLAS LAPRAKE & Co.,  
General Managers,  
Hongkong, September 18, 1901. 1942

## GERMAN SCHOOL ASSOCIATION.

THE WINTER-TERMS Commence on the 1st October, A. C. PARENTS, desirous that their Children should join will please communicate with the Hon. Master, Pastor KUTLER, at the School Room, Union Church, Kennedy Road, on Week Days, between 9 a.m. and 12.30 p.m., or with the Undersecretary.  
PAUL BREWITT,  
Hon. Secretary,  
19, Queen's Road, 2nd Floor.  
Hongkong, September 18, 1901. 1924

## IN RE FERGUSSON & CO. IN BANKRUPTCY.

NOTICE is hereby given that on a petition dated 10th day of August, 1901, a RECEIVING ORDER against JOHN FERGUSSON & CO., trading as Chief Messrs FERGUSSON & CO., was made by the Hon. Justice of the Court of Chancery, holder at Chelso, on the 22nd day of August, 1901.  
ARTHUR R. LEAKE,  
Official Receiver,  
Chelso, 22nd August, 1901.

## IN RE FERGUSSON & CO. IN BANKRUPTCY.

ALL persons having CLAIMS against Messrs FERGUSSON & CO., are requested to send Particulars of same, together with details of proof, to the Undersecretary, on or before the THIRTIETH day of SEPTEMBER, 1901.  
ARTHUR R. LEAKE,  
Official Receiver,  
FERGUSSON & CO.,  
IN BANKRUPTCY,  
Hongkong, August 24, 1901. 1801

## UNION INSURANCE SOCIETY OF CANCER, LTD.

NOTICE is hereby that the TWENTY-EIGHTH ORDINARY YEARLY MEETING of the SOCIETY will be held at its Head Office, No. 1 Queen's Buildings, Hongkong, on THURSDAY, the 14th October, 1901, at Noon, for the purpose of receiving the Report of the Directors, together with statements of account for the year 1900 and for the half-year ending the 30th June, 1901, and of declaring Dividends, &c.  
The TRANSFER BOOKS of the Society will be CLOSED from the 30th September to the 10th October, both days inclusive.  
By Order of the Board,  
W. J. SAUNDERS,  
Secretary,  
Hongkong, September 20, 1901. 1952

## CLUB F.O.S.

\$12.00 Per Dozen  
\$15.00 Per Dozen  
The Best Value in  
SCOTCH WHISKIES  
on the Market.  
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Preparation for all Examinations.  
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## THE COMMERCIAL LAW AFFECTING CHINESE.

With Special Reference to  
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BANKRUPTCY LAWS IN  
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## Intimations.

### MUSIC LESSONS.

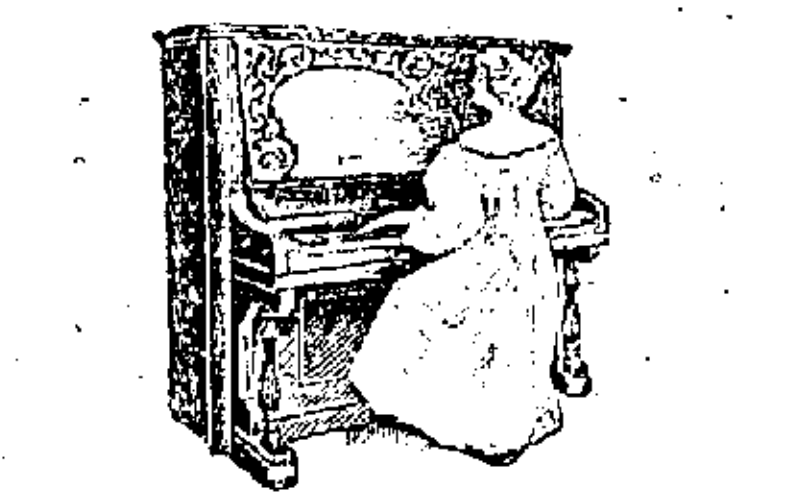
MR. L. A. GRACA receives Pupils for the VIOLIN, MANDOLINE and PORTUGUESE GUITTARIA.  
For Terms, &c.,  
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GRAND MASS (with Organ Accept).  
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The "LILY" Waltz and "ELIZA" Waltz.  
NEW FEATURE.  
Pocket Edition of Piano Music:  
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To be had of all Music Dealers. 864-2

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14, 14-15, 15-16, 16-17, 17-18, 18-19, 19-20, 20-21, 21-22, 22-23, 23-24, 24-25, 25-26, 26-27, 27-28, 28-29, 29-30, 30-31, 31-32, 32-33, 33-34, 34-35, 35-36, 36-37, 37-38, 38-39, 39-40, 40-41, 41-42, 42-43, 43-44, 44-45, 45-46, 46-47, 47-48, 48-49, 49-50, 50-51, 51-52, 52-53, 53-54, 54-55, 55-56, 56-57, 57-58, 58-59, 59-60, 60-61, 61-62, 62-63, 63-64, 64-65, 65-66, 66-67, 67-68, 68-69, 69-70, 70-71, 71-72, 72-73, 73-74, 74-75, 75-76, 76-77, 77-78, 78-79, 79-80, 80-81, 81-82, 82-83, 83-84, 84-85, 85-86, 86-87, 87-88, 88-89, 89-90, 90-91, 91-92, 92-93, 93-94, 94-95, 95-96, 96-97, 97-98, 98-99, 99-100, 100-101, 101-102, 102-103, 103-104, 104-105, 105-106, 106-107, 107-108, 108-109, 109-110, 110-111, 111-112, 112-113, 113-114, 114-115, 115-116, 116-117, 117-118, 118-119, 119-120, 120-121, 121-122, 122-123, 123-124, 124-125, 125-126, 126-127, 127-128, 128-129, 129-130, 130-131, 131-132, 132-133, 133-134, 134-135, 135-136, 136-137, 137-138, 138-139, 139-140, 140-141, 141-142, 142-143, 143-144, 144-145, 145-146, 146-147, 147-148, 148-149, 149-150, 150-151, 151-152, 152-153, 153-154, 154-155, 155-156, 156-157, 157-158, 158-159, 159-160, 160-161, 161-162, 162-163, 163-164, 164-165, 165-166, 166-167, 167-168, 168-169, 169-170, 170-171, 171-172, 172-173, 173-174, 174-175, 175-176, 176-177, 177-178, 178-179, 179-180, 180-181, 181-182, 182-183, 183-184, 184-185, 185-186, 186-187, 187-188, 188-189, 189-190, 190-191, 191-192, 192-193, 193-194, 194-195, 195-196, 196-197, 197-198, 198-199, 199-200, 200-201, 201-202, 202-203, 203-204, 204-205, 205-206, 206-207, 207-208, 208-209, 209-210, 210-211, 211-212, 212-213, 213-214, 214-215, 215-216, 216-217, 217-218, 218-219, 219-220, 220-221, 221-222, 222-223, 223-224, 224-225, 225-226, 226-227, 227-228, 228-229, 229-230, 230-231, 231-232, 232-233, 233-234, 234-235, 235-236, 236-237, 237-238, 238-239, 239-240, 240-241, 241-242, 242-243, 243-244, 244-245, 245-246, 246-247, 247-248, 248-249, 249-250, 250-251, 251-252, 252-253, 253-254, 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698-699, 699-700, 700-701, 701-702, 702-703, 703-704, 704-705, 705-706, 706-707, 707-708, 708-709, 709-710, 710-711, 711-712, 712-713, 713-714, 714-715, 715-716, 716-717, 717-718, 718-719, 719-720, 720-721, 721-722, 722-723, 723-724, 724-725, 725-726, 726-727, 727-728, 728-729, 729-730, 730-731, 731-732, 732-733, 733-734, 734-735, 735-736, 736-737, 737-738, 738-739, 739-740, 740-741, 741-742, 742-743, 743-744, 744-745, 745-746, 746-747, 747-748, 748-749, 749-750, 750-751, 751-752, 752-753, 753-754, 754-755, 755-756, 756-757, 757-758, 758-759, 759-760, 760-761, 761-762, 762-763, 763-764, 764-765, 765-766, 766-767, 767-768, 768-769, 769-770, 770-771, 771-772, 772-773, 773-774, 774-775, 775-776, 776-777, 777-778, 778-779, 779-780, 780-781, 781-782, 782-783, 783-784, 784-785, 785-786, 786-787, 787-788, 788-789, 789-790, 790-791, 791-792, 792-793, 793-794, 794-795, 795-796, 796-797, 797-798, 798-799, 799-800, 800-801, 801-802, 802-803, 803-804, 804-805, 805-806, 806-807, 807-808, 808-809, 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N. INUZUKA, Manager.

Hongkong, August 1, 1901.

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**"VIKING" NAVY CUT**  
IN YOUR PIPE  
& Smoke it.



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**"HARLENE" FOR THE**

THE VERY FINEST DRESSING.  
SPECIALLY PREPARED AND DELICATELY PERFUMED.  
RESTORES THE HAIR.  
PROMOTES THE GROWTH.  
ARRESTS THE FALL.  
STRENGTHENS THE ROOTS.  
REMOVES DANDRUFF.  
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Full description and directions for use in 20 languages supplied with every bottle.

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\*EDWARDS HARLENE CO., 58 & 59, HIGH HOLBORN, LONDON, ENG.\*

**LEA & PERRINS' SAUCE.**

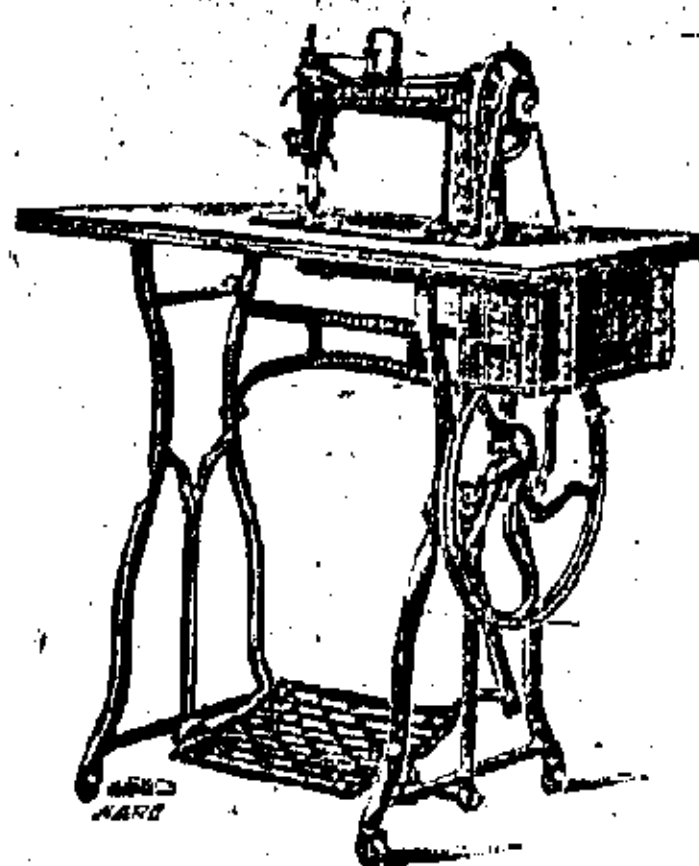
Purchasers are requested to see that every bottle bears, upon its RED LABEL, the signature in WHITE of Lea & Perrins. None is the original and genuine Worcestershire without this. Persons infringing this label will be prosecuted.

**LEA & PERRINS' SAUCE.**

E10

## Intimations.

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SINGERS' MACHINES.

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WHOLESALE & RETAIL GROCERS,  
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WINE AND SPIRIT MERCHANTS,  
8 and 10, D'Aguiar Street.

Orders promptly attended to.  
Retail Price Lists may be had on application.  
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TELEPHONE No. 329.

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THE Undersigned has received instructions to Sell by Public Auction, on  
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## THE DEVIL'S GUARDS.

"I need not say," said Sergeant Harding, "that this is not a thing that happened in my regiment. It happened in a regiment of the biggest rapscallions breathing. Every day that Room, No. 18, St. George's Barracks, or their own regimental depot, which I won't mention, saw a man enlisted for them, saw another King's hard bargain brought into the Service. There was hardly a man of them who hadn't committed perjury and laid himself open to two years' imprisonment when he answered the ninth question on the attestation paper, 'Have you ever been sentenced to imprisonment by the Civil Power?' Most of them had found it a precious uncivil power. It was a good thing for the Service, but a bad thing for the 'Civil Power' when any of them were paid off at Fort Brockhurst. Many a rascally fellow had enlisted for 'general service,' and who had been posted to this regiment, found himself useless at the first kit inspection. Some rookies even deserted rather than stop with such a regiment, for they were too thievish for any self-respecting line regiment to know in the street; in fact they were worse than the Highland Light Infantry. I know what they are for when we lay with them at Rawul Pindi. I lost seven tobacco-pipes in eight days; and a regiment that will steal foul clay pipes has come as low as it can come. They called themselves the 'Devil's Guards,' and we called them, when we were friendly with them, the 'Damned Thieves.' Knowing that politeness is at a discount in the army, you may guess what we called them when, at most, we were not friendly with them.

"Now, I chanced to meet one night in a neutral canteen, Wilson of the 'Damned Thieves.'  
"We're for the front to-morrow," said he; "and a jolly good job. There'll be some killing before we come back."  
"Are the Damned Thieves the people to eat up Sher Ali, then?" I asked.  
"If it wasn't the night before we start I'd punch your head. The name of my regiments the 'Devil's Guards.' But, as things are, take a pull at our pot. I don't mean we'll kill all the Afghans; but if Captain Harrison, of 'C' Company, doesn't get a bullet from a jezail in front, he'll get one from a Martini in the back."  
"Don't be a fool, talking that way. You're drunk."  
"I don't deny that I am in drink. I might be drunk for your regiment; but I'm not drunk for the Devil's Guards. I'm not drunk enough not to know what I'm talking about. I don't say who's do it, but there's not a man in 'C' Company that Harrison hasn't got C. B. for, and for most of 'em he's got cells and hair clipped."

"And there isn't a man in the Damned Thieves that doesn't deserve two years' hard." And I thought of my eight tobacco-pipes.  
"If you must fight—" began Wilson.  
"Not I. I'm not going to lose my lance stripe for all the Damned Thieves in Rawul Pindi."  
Then the Canteen Sergeant intervened, though not with his usual harshness. "For some allowances must be made on the eve of going to the front."  
And the next day the Damned Thieves went to the front. "C" Company, who wanted to be as drunk as Lords, were all as sober as Judges. Though why a Lord should be supposed to be drunk, and a Judge supposed to be sober, I can't say. Perhaps that is on account of my want of experience for the average Sergeant in the Line isn't particularly pally with many Lords, and, happily, my acquaintance with Judges is also small. I had no need to perjure myself about the Civil Power when I made my attestation.

Now it happened that, although most of "C" Company had come to rue the day that Captain Harrison got his Company, the two worst offenders, and consequently the two worst offenders, were Wilson and his friend Brown. No two men had more often been brought before the C. O. for weighing off. No two men had more often had their hair clipped. No two men had had more pack-drill than they had had. And they put it all down to Captain Harrison.  
"Now," said Wilson, as he sat in the corner of the railway carriage going North, "C" Company knows what's going to happen to one of its particular pals before this trouble's over. 'Doesn't it?'"

"The rest of the carriage," said Brown, "behind its back, and its name."

"But," went on Wilson, "who's the man to do it?"  
"I've an idea," said Brown, "that that 'Up man' is."

"Then you've a wrong idea, my sonny. I'm the senior private of this room. I've had the longest service, and I've suffered more punishment through that blasted Captain than anyone else. He's had a down on me since he was first posted as a sub to 'A' Company. I got transferred from 'A' Company on account of him; and now he follows me. He's my game."  
"I don't see it," said Brown. "We've all got something against him. Let the first man who gets a chance do it."  
"D'you think I've suffered from him all these years to let someone else take my chance? Have you never seen me hammer a man when I've been drunk? Don't you know that, but for the drink and my devil of a temper that won't let the take punishment while I wait, I should have been champion middle-weight of the Army? It was one of those Phillips of the Scots that did me. I ain't go down to hell comfortable till I've done that job. If anyone else does it, I'll hammer him to death. I'll mash his head into a pulp with my raw fists; and if I can't find out who did it, I'll take you, Brown, my son, and chance it, damn though you are."  
"Have it your own way," said Brown, sulkily, for he had once felt those fists; "and be hanged for it."  
"And a good riddance to Harrison and me both. But nobody can prove who fired a shot. There won't be many clean rifles when I lose my trigger."  
"Now, up in Afghanistan there was a week of picket-day and picket-night and sniping and running to cover for every five minutes of fair fighting. So Wilson's chance was a long time coming. But one day, as the Damned Thieves were conveying baggage through a low defile, kicking unwieldy and groaning mules tails, there came from a hill on the right—which the C. O. of my regiment would have covered by a flanking party—a sharp spatter of musketry that made a camel sit down to rise no more, laid a couple of men on the ground, and, worst of all, knocked half the mountain-battery mules. The C. O. saw at once what a mistake he had made, and sung out—  
"Captain Harrison, take your company to clear that hill!"

"C" Company," shouted Captain Harrison, "from the centre four paces—extend."  
"The company extended with the Captain at the regulation six paces in the rear of the centre, and the guides and markers behind their sections. Then the company advanced, and the pit-pit of the bullets began to come faster. Wilson, who, although strong, was a short man, was in the centre of the company which had been sized that day, for a wonder. So he was just in front of the Captain.  
Halfway up the hill two men dropped.  
"Halt, Bugler," called Captain Harrison, "sound the fire."  
"The bugle rang out, and the men began to fire under the direction of their section commanders. But the vicious spit of the bullets still came down on them, and three more men rolled over.  
"Ad-vance." And the company advanced to within a hundred and fifty yards of the crest of the hill whence the hail of lead was pouring on them. Then they wavered. Men were hanging back, men were looking for cover, men were hoping for flesh wounds to give them a chance of getting behind the firing line. Wilson's rifle was loaded, and he fingered the trigger lovingly. The Captain called in a clear, cool voice:  
"C Company, fix bayonets."  
"The rattle of locking-rings momentarily overcame the spit of the Afghan bullets.  
"Now," shouted the Captain, in a voice of thunder, "come on, you Devil's Guards."  
"The line hesitated. The Captain and Wilson raced for who should be first to the top; and the result was as good a dead heat as you would wish to see. Within arm's length of the knot of brave fellows on the crest they came neck and neck. The leader of the Afghans levelled his rifle point-blank at the Captain, but Wilson sprang out in front of his Officer, and, crying out, "That's my game, not yours," knocked up the muzzle and thrust his bayonet with a vicious twist through the Afghan's breast. As he did so he was swift to the shoulders by a talwar.  
Then the company poured in and settled the whole matter with the bayonet.  
"Poor Wilson," said the Captain afterwards, "perhaps I've been too hard on him at times. If he'd lived I think we might have got him the V. C. But I wonder what on earth he meant by 'That's my game, not yours.'"  
Fanny Fair.

**GRIMAUD'S SYRUP OF HYPO-PHOSPHITE OF LIME**

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### SOUTH AFRICAN NEWS.

#### Latest List of Casualties.

Simla, September 9.—The following are the recent South African casualties:

28th August, wounded dangerously, Lieutenant C. N. A. Graham, 3rd Northumberland Fusiliers.

29th August, wounded slightly, Lieutenant-Colonel Dineen, Army Medical Staff.

30th August, wounded slightly, Lieutenant Lorraine, Imperial Yeomanry.

31st August, killed, Lieutenant-Colonel C. F. S. Vandelaar, 1st Irish Guards; wounded slightly, Major F. C. Baston, 2nd

Wiltshire Regiment, Major B. St. J. Le Marchant and Captain L. R. Aeworth, both of the 1st West Riding Regiment, 2nd

Lieutenant MacMillan, 2nd Gordon Highlanders; died of pneumonia, Major F. H. Mann, 1st Royal Irish Fusiliers.

4th September, injured severely by a fall from his horse, Lieutenant Trevor Roper, Imperial Yeomanry.

6th September, died of pneumonia, Civil Surgeon A. Stephen, Medical Staff.

Captain Feltham, Western Provincial Mounted Infantry, taken prisoner, has been released.

London, September 1.—Lord Kitchener telegraphs on the 9th: The total losses of the enemy since the 2nd instant is 681, including 67 killed and 67 wounded, besides 66,211 rounds of ammunition and 3,499 horses captured.

All of Schepers's Clogs carts have been captured.

Lord Roberts in his final despatch to the War Office with the lists of meritorious officers and men remarks that he cannot conclude without referring with the highest appreciation to the promptitude of the despatch of the Indian Contingent in 1899 which saved the situation in Natal. He hopes the attachment to the Crown of the Native Princes and gentlemen will not pass unrecognised. The Army of South Africa is under the greatest obligations to the Viceroy, the Commander-in-Chief and the other heads in India.

September 11.—Captain J. S. M. Shea, of the 15th Bengal Lancers, has been awarded the Distinguished Service Order for gallant leading of a night attack on Smith's laager on the 1st August.

Twenty of Lumsden's Horse have been mentioned in Lord Roberts's despatch.

September 12.—Colonel Scottell has been promoted to Major-General in recognition of the capture of Letters's command.

### RIGHT-HANDEDNESS OR BOTH-HANDEDNESS?

Medical writers have usually lamented the "one-sided" training that we give to our bodies, and have advised parents and teachers to see that children use both sides of the body equally, as far as possible. This view is condemned by a writer in *The American Journal of Physiology* on the ground that, while coarse movements may be performed nearly as well by one-half of the body as by the other, accurate and expert movements require a higher organization of one-half of the brain than the other. He believes, therefore, that to make the ordinarily quiescent half of the brain assume control tends to impair mental processes and to lessen physiologic speed and dexterity. This theory is said by an editorial writer in *American Medicine* to be untrue in fact and inference. He says:

"The writer has doubtless been misled by observation of the function of speech, which is single and in execution requires the control of a single center. We have but one voice, but we have two hands which in many cases at different instants may be put in action with the same dexterity. Many surgeons can operate equally well with either hand; many artists paint with either hand, and we have seen men who could write as well with the one hand as with the other. The critic of ambidexterity may reply that this is impossible with synchronous movements, forgetting that in the musician, and especially in the pianist and organist, there is the most marvelous expertness of both hands executing most complicated and entirely different functions, and at the same instant. The arguments against ambidexterity appear not only inconclusive, but are squarely contradicted by facts. Surely also they are against a desirable freedom of the mind. Without the musician's ambidexterity life would be deprived of much charm. We should encourage 'divided attention,' and that large power of the mind over the body shown in the synchronous control of multifarious activities."

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**MEMOS. FOR TO-MORROW.**  
Meeting.

5 p.m. Meeting of Hongkong Football Club in the Cricket Pavilion.

**General Memoranda.**FRIDAY, September 27.—  
2.30 p.m.—Auction of Household Furniture, at No. 116, Praya East, Wanchai.SATURDAY, September 28.—  
Noon.—Meeting of Shareholders of Douglas Steamship Co., Ltd., at the Company's Office.

2.40 p.m.—Auction of Household Furniture, by Mr. Geo. P. Lunn.

MONDAY, September 30.—  
12.15 p.m.—Meeting of Shareholders of the Great Eastern and Caledonian Gold Mining Co., Ltd., at the Office of the Company, No. 14, Des Vieux Road.TUESDAY, October 1.—  
p.m.—Meeting of Zeland Lodge.Goods per *Levi* unclaimed before Noon, subject to rent.Goods per *Richmond Castle* undelivered after this date subject to rent.Goods per *Isola Maria* not cleared after this date subject to rent.Goods per *Caribinia* undelivered after this date subject to rent.**A. S. WATSON & CO.,**  
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**CC SUPERIOR OLD DRY,**

PALE NATURAL SHERRY.

Red Seal Capsule.....12.00

**D VERY SUPERIOR OLD**

PALE DRY, choice old

wine, White Seal Capsule.....14.40

**E EXTRA SUPERIOR OLD**

PALE DRY, very finest

quality, (Old Bottled).....20.40

In addition to wines of our own bottling,

the following brands, bottled in Europe,

have been specially selected, and procured

from the celebrated firm of MESSRS GEO.

G. SANDEMAN, SONS &amp; CO., of LON-

DON and OPORTO, for whom we have

been appointed Sole Agents.

Per Case of 12.

LIGHT DRY.....\$17.00

SOLERA.....25.00

VERY PALE DRY.....25.00

FULL GOLDEN.....30.00

PALE DRY NUTTY.....32.00

FINE OLD BROWN.....42.00

**A. S. WATSON & Co., Limited,**

THE HONGKONG DISPENSARY.

1007

**BIRTHS.**

At No. 1, Canton Villas, Kowloon, on

the 25th September, the Wife of W. C.

Sept. 25, at No. 4, Mountain View,

The Peak, Hongkong, the Wife of WALTER

LLOYD, Royal Welch Fusiliers, of a

Daughter.

On the 17th September, at No. 1010,

Geary Street, San Francisco, the Wife of

L. ROSENTHAL, Shanghai, of a Son.

**DEATH.**

At Tientsin, on 13th September, WIL-

LIAM RUTHERFORD LITTLE, Major, The

Hongkong Regiment, aged 42 years.

Deeply regretted by his brother Officers.

The publication of this issue commenced

at 5.10 p.m.

**The China Mail.**

HONGKONG, WEDNESDAY, SEPTEMBER 25, 1901.

**EDITORIAL COMMENT.**

THE Police Magistrate's

finding in the re-opened

COCHRANE

enquiry into the collapse

STREET

of Chinese tenement

houses in Cochrane Street

ENQUIRY

is published in another

column. The finding is more remark-

able for what it does not contain than

for what it contains; and as we have

no desire to render ourselves liable for

contempt of court we consider it best to

leave unsaid much that could be said

regarding this deplorable disaster—and

the enquiry. The lessons are so obvious

that 'he who runs may read'; and we

hope the gubernatorial brain is at work

in unison with the public mind on this

matter, because it is eminently desir-

able that the public should be safe-

guarded from similar disasters. Mr

Bowley, the Crown Solicitor—whose

conduct of the enquiry was most ad-

mirable—said some strong things in his

closing speech of which we are sure the

public will approve most heartily; and

we are also certain that had the Magis-

trate been assisted by a jury in this

enquiry the members of that jury would

have made some strong comments on

certain facts elucidated during the en-

quiry. The two main statements in

Mr Hazell's rider might be crystal-

lised as follows:—There were serious

deviations from the plans sanctioned by

the Public Works Department and the

Public Works Department ought to

carry out more efficiently the duties laid

upon it by Ordinance. The new facts

brought out in the second enquiry are

ample justification for holding it. They

show that important evidence necessary

to a proper finding was not produced

at the first enquiry, and after this we

hope that in all similar disasters, in-

volving heavy loss of life, the Police

Magistrate, will always receive the

assistance of the Crown Solicitor at the

public enquiries.

So far as we can judge from the

evidence, unless the Government adopts

new legislation, there may be in the

Colony any number of death-traps

similar to those in Cochrane Street.

So far as we can see, the plans

prepared and submitted to the Public

Works Department need not have been

prepared at all—for all the practical

use they proved to be. The evidence

shows that these plans—the value of

which can be appraised from the

evidence—were not followed by the

owner (who was his own supervising

architect and foreman of works). Plans

had to be submitted to the P.W.D. to

**LOCAL AND GENERAL.**

The Army.

The Times, in a special article, hopes

it will become the rule and not the excep-

tion to encourage the extension of colour

service of British soldiers acclimatized to

India.

The 'Unvarnished Truth'

The Rev. W. Macdonald, who has been

in charge of the Farquhar Street Mission

Chapel at Penang for the last thirty years,

has had a farewell meeting there on his de-

parture for Europe. In his farewell address,

the rev. gentleman dwelt upon the deplora-

ble apathy to religion displayed by Euro-

peans in the East, whose only object in life

out here, he said, seemed to be to make

money and enjoy themselves.

This, however, by the way. The

Cochrane Street enquiry proves that the

inspection of plans by the Public Works

Department is somewhat of a farce.

There is, apparently, no public guarantee

that the work projected will be carried

out in accordance with any given plan,

and, consequently, no guarantee that

the public safety is being watched.

Useless plans, scamped work, inefficient

supervision, these may all contribute to

future disasters unless the Government

steps in to prevent them. The public

have a right to demand immediate

action by the Government. It should

insist that none but properly-qualified

architects shall practice in the Colony,

that proper materials shall be used in

new or altered house property, that

the work is properly supervised by the

architect, and that the Public Works

Department shall be sufficiently equipped

to overtake the work imposed upon it

by law.

**LOCAL AND GENERAL.**

Notes by the Way.

The Po-tai island piety case opened

to-day at the Magistracy. Mr Bodeley pro-

ceeded.

Parcels mails for Europe, &amp;c., per

s.s. *Chusan*, will close at 3 p.m. on Friday,

the 27th inst.

An impressive memorial service for

President McKinley was held on the

Lui-ta at Manila.

There was an objection lodged against

*Durfee*, the winner of the St. Leger, for

bumping, but it was overruled.

The Times publishes long articles

dwelling upon the substantial advances

made in Japanese art in recent years.

Miss Goldman, whose Anarchist lec-

tures inspired *Czokorcz*, has been arrested at

Chicago for having incited the murder of

President McKinley.

The Russian Government has lately

issued an order for the Chinese language

to be taught in a large number of Russian

schools for the future.

The General Annual Meeting of the

members of the Hongkong Football Club

will be held to-morrow afternoon in the

Cricket Pavilion, at five o'clock.

Captain Spencer V. Y. de Horsey, so

well known on the China Station as a

lieutenant and lieutenant-commander, is appointed

to command H. M. S. *Typhigian*.

Mr Mowbray S. Northeote returned

from holiday last night, and, we under-

stand, takes over charge of the Land In-

vestment Co. from Mr A. Shelton Hooper,

who has been promoted to the rank of rear-

admiral.

The damage by the recent fire at No.

360, Queen's Road Central, on Sunday

night, was understated by us. We are

advised by Messrs Stenhouse and Co that

the damage to the top storey was consider-

ably higher than at first estimated by the

Police, from whom we got our information.

The *Manila Times* says:—Letters

have just been received in this city from Mr

Donaldson Sim, of the firm of Messrs

Donaldson Sim and Co. Mr Sim is at

present staying in New York. He reports

optimistically regarding his success in

raising capital for investment in the

Philippines.

The Bridges Street Landslip.

In connection with the Bridges Street

excavation, in which a coolie was killed (see

reported in the *China Mail* of the 23rd

inst.), it may interest the Government to

know that we predicted a landslip at this

place fully three months ago. Apparently,

it is nobody's business to see that these ex-

cavations are carried out in such a way as

to prevent loss of life. Shall anybody be

held responsible?

A kiss is an explosion of condensed

emotion.

**LOCAL AND GENERAL.**

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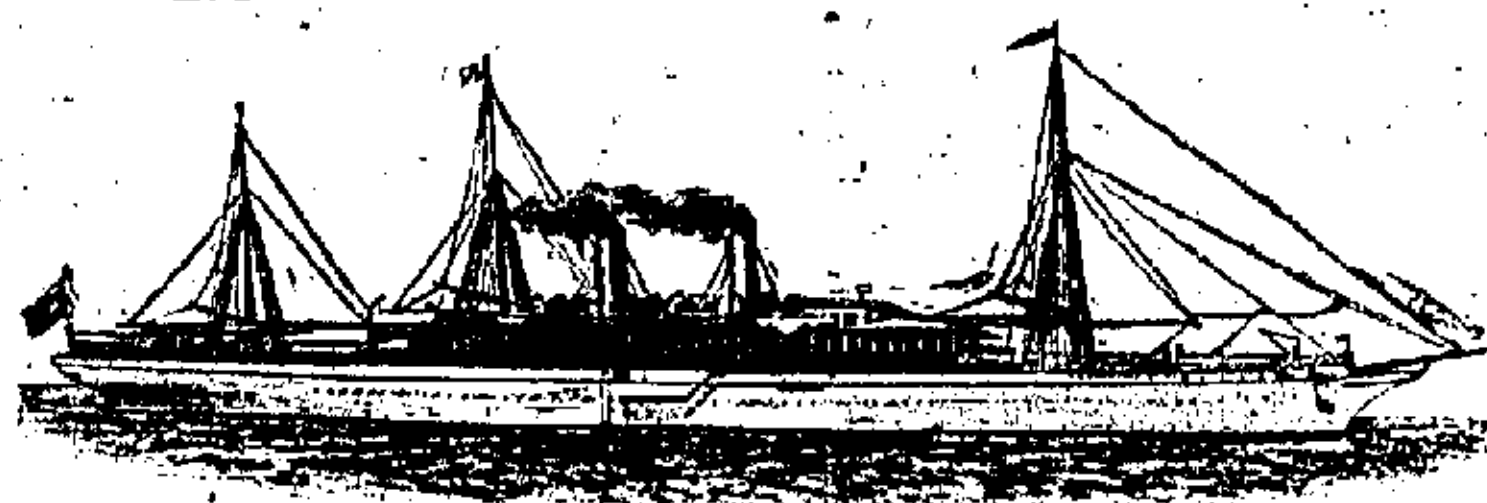
Department shall be sufficiently equipped







## Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
(Callings SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.,  
SAFETY—SPEED—PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.  
Sailing 3 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration.)

EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R., WEDNESDAY, 23rd Oct., 1901.  
\* TARTAR 4425 Tons...Comdr. E. BRETHAM, R.N.R., WEDNESDAY, 6th Nov., 1901.  
\* EMPRESS OF INDIA...Comdr. O. P. MARSHALL, R.N.R., WEDNESDAY, 20th Nov., 1901.  
\* ATHLETIC, 3882 Tons...Comdr. H. MOWATT, WEDNESDAY, 4th Dec., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through the Continent are given choice of Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route enhance its PATRIOTIC STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

## Special Extra Service.

The Company's Extra Steamships "ATHLETIC" and "TARTAR" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the "ATHLETIC" takes 2nd Class Passengers with accommodation unequalled on the Pacific, and also Steamer. The "TARTAR" takes First Class and Steamer Passengers only. The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage apply to

Hongkong, September 25, 1901. D. B. BROWN, General Agent, PEDDER STREET. 1112

## IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHLAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
PREUSSEN (HAMBURG-AMERIKA LINE)	WEDNESDAY, 3rd October.
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 19th October.
SACHSEN (HAMBURG-AMERIKA LINE)	WEDNESDAY, 30th October.
KLAUSCHOU (HAMBURG-AMERIKA LINE)	WEDNESDAY, 13th November.
PAEREN (HAMBURG-AMERIKA LINE)	WEDNESDAY, 27th November.
STUTTGART (HAMBURG-AMERIKA LINE)	WEDNESDAY, 11th December.
KONIG ALBERT (HAMBURG-AMERIKA LINE)	WEDNESDAY, 25th December.
PRINZESS IRENE (HAMBURG-AMERIKA LINE)	WEDNESDAY, 8th Jan., 1902.
PRINZ HEINRICH (HAMBURG-AMERIKA LINE)	WEDNESDAY, 22nd January.
PREUSSEN (HAMBURG-AMERIKA LINE)	WEDNESDAY, 5th February.
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 19th February.
SACHSEN (HAMBURG-AMERIKA LINE)	WEDNESDAY, 5th March.

ON THURSDAY, the 2nd day of October, 1901, at Noon, the Steamship "PREUSSEN" of the Norddeutscher Lloyd, Captain E. PERCY, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port as above. Calling at NAPLES and GENOA.

Shipping Orders will be created till Noon, on TUESDAY, the 1st October. Cargo and Specie will be received on Board until 5 p.m. on Wednesday, the 2nd October, and Parcels will be received at the Agency's Office until Noon on Wednesday, the 2nd October. Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to Melchers & Co., Agents.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL
TIENSIN	CHUNGKING	27th September.
CHEFOO AND NEWCHANG	CHANGSHA	28th September.
SHANGHAI	CHANGSHA	3rd October.
MANILA	CHANGSHA	12th October.
PORT DARWIN, THURSDAY ISLAND, COOK TOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	CHANGSHA	12th October.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, September 25, 1901. 75

HAMBURG-AMERIKA LINE.  
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.  
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LEONOR, OBERG, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

## FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Arabia, Capt. SACHS, 5th October, Freight.

## FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Koenigsberg, Capt. CHRISTIANSEN, 10th October, Freight and Passengers.

## FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Bandberg, Capt. JACOBS, 2nd November, Freight.

## FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Segoria, Capt. FOERCK, 10th November, Freight.

## FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Merbury, Capt. VON BIEBER, 30th November, Freight.

For further particulars, apply to

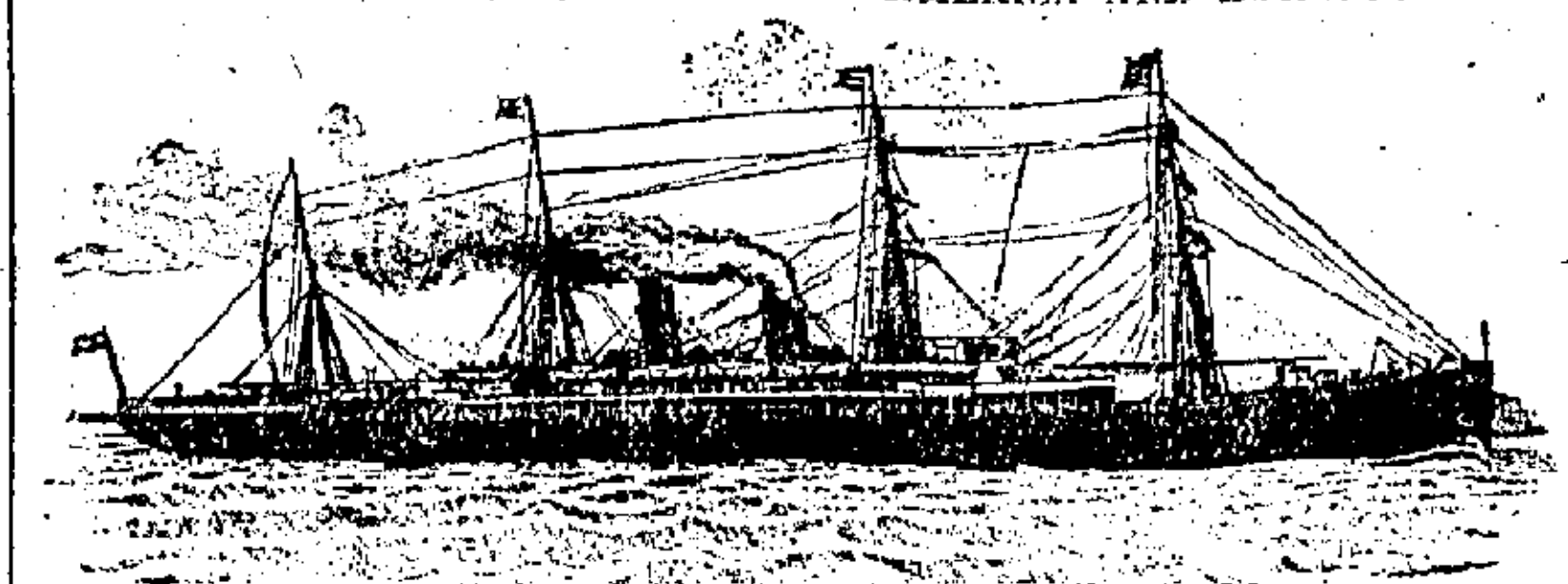
HAMBURG-AMERIKA LINE, HONGKONG OFFICE, Queen's Buildings, No. 1.

## Shipping.

## U. S. MAIL LINES.

PACIFIC MAIL STEAMSHIP COMPANY AND  
OCCIDENTAL & ORIENTAL STEAMSHIP CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



## PROPOSED SAILINGS FROM HONGKONG.

GABRIEL ... WEDNESDAY, 2nd Oct., at Noon.  
CHINA ... SATURDAY, 19th Oct., at Noon.  
DORIC ... TUESDAY, 27th Oct., at Noon.  
PERU ... TUESDAY, 12th Nov., at Noon.

THE U. S. Company's Steamship "GABRIEL" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 2nd Oct., at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States and Canada.

Passengers looking through ORDERS TO EUROPE have the choice of the Over and Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Special Rates (First Class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (First Class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to Passengers who do not hold Return Tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m. same day: all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany cargo shipment of cargo or parcel (valued at \$100 Gold or over) destined to points beyond San Francisco in the United States should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, September 25, 1901. GEO. ECKLEY, Acting Agent. 980

## NORTHERN PACIFIC STEAMSHIP CO.

Proposed sailings from Hongkong.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

Northern Pacific Railway Co.

Steamer.	Tons.	Captain.	Proposed Sailing.
Olympia	2837	J. T. McDermott	October 1
Albatross	2832	F. McNair	October 8
Vigilant	2832	J. P. Patton	October 15
Albatross	2832	W. Watt	November 12

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

## HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table, DINNER and STEWARD carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

## HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Daily Car is attached to trans-continental train day and night; Tacoma to New York in 42 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

## HONGKONG TO VICTORIA, TACOMA, £38.

The best route to the Klamath Gold Fields. Frequent sailings from Victoria, Tacoma to DYER and St. MICHAEL.

Rates of Passage to other Points on application. Special rates granted to members of Government Services. For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, September 13, 1901. 422

## OCEAN STEAMSHIP COMPANY

FROM	STEAMERS.	TO SAIL
GLASGOW AND LIVERPOOL	NESBOR	1st October.
GLASGOW AND LIVERPOOL	LAFRANCE	14th October.
GLASGOW AND LIVERPOOL	CLYDESS	14th October.
GLASGOW AND LIVERPOOL	MACDON	23rd October.

FOR	STEAMERS.	TO SAIL
LONDON	ALAN	1st October.
LONDON	ALAN	14th October.
LONDON	ALAN	14th October.
LONDON	ALAN	14th October.
LONDON	ALAN	14th October.
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LONDON	ALAN	14th October.

Hongkong, September 25, 1901.

5402

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)  
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
INABA MARU, W. BAINBRIDGE	KOBE & YOKOHAMA.	FRIDAY, 27th Sept., at Daylight.
ROSEITA MARU, N. TATE	SYDNEY & MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 27th Sept., at 4 p.m.
SANUKI MARU, W. TOWNSEND	MANILLA, LONDON AND ANWERP, Via SINGAPORE, COLOMBO & PORT SAID.	FRIDAY, 4th Oct., at Daylight.
YAMAGUCHI MARU, S. YOSHIZAWA	KOBE & YOKOHAMA.	TUESDAY, 8th Oct., at Noon.
SHINANO MARU, K. KORI	KOBE & YOKOHAMA.	FRIDAY, 11th Oct., at Daylight.
KAGOSHIMA MARU, F. J. HARRIS	BOMBAY, Via SINGAPORE and COLOMBO.	FRIDAY, 11th Oct., at Noon.
KINSHU MARU, G. E. V. COOK	VICTORIA, B.C. and SEATTLE, U.S.A., Via SHANGHAI, MOJI, KOBE and YOKOHAMA.	SATURDAY, 14th Oct., at 4 p.m.

For Freight or Passage, apply to the Agency of the Company in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Chester Road.

Hongkong, September 25, 1901. A. S. Mihara, Manager. 779

## Shipping.

PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR	STEAMSHIP	CAPTAIN	DATE.
SHANGHAI	Bengal	C. L. VALENTINI	About 27th Sept.
LONDON, &c.	Chios	C. L. DANIEL, R.N.R.	Noon, 28th Sept.
SHANGHAI AND KOBE	Spectra	T. H. HINE, R.N.R.	About 4th Oct.
SINGAPORE AND BOMBAY	Tianjin	W. W. COOKE, R.N.R.	About 5th Oct.
LONDON	Formosa	E. H. W. SNOW	About 5th Oct.

\* See Special Advertisement. † For Freight only.

Calling at PENANG and COLOMBO if sufficient inducement offers.

For Freight or Passage, and further Particulars, apply to

P. & O. S. N. Co.'s Office, Hongkong, September 21, 1901. H. A. RITCHIE, Superintendent. 079

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN VIA SWATOW.

THE Company's Steamship "LOKSANG," Captain LEASE, will be despatched as above on SATURDAY, the 28th Inst., at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers, Hongkong, September 21, 1901. 1955

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship "HAILONG," Captain BATHURST, will be despatched for the above Ports, on THURSDAY, the 28th Inst., at 10 a.m.

For Freight or Passage, apply to

DOUGLAS LARPAIK & Co., General Managers, Hongkong, September 24, 1901. 1982

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

Proposed sailings from Hongkong.

Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama & Honolulu)	Saturday, Oct. 12, at Noon.
Yama Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama & Honolulu)	Tuesday, Nov. 5, at Noon.
America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama & Honolulu)	Thursday, Nov. 28, at Noon.

THE Twin-Screw S. S. "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th October, at Noon, 1901, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Rates may be obtained on application. Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent, Hongkong, September 18, 1901. 1698

## THE UNITED STATES AND CHINA JAPAN S. S. LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "GLENGYLE," Captain T. DAVIS, will be despatched as above on the 28th September.

For Freight or Passage, apply to

MCGREGOR BROS. & CO., Hongkong, August 28, 1901. 1781

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATLANTIC, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, AND SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, Etc.

Strathgyle ... About 10th Oct.

THE Steamship "Strathgyle" will be despatched for SAN DIEGO, and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about 15th October.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents, HONGKONG, SHANGHAI, & JAPAN. Hongkong, September 24, 1901. 1174

## SHEWAN TOMES &amp; CO.'S NEW YORK LINE.

FOR NEW YORK.

THE Steamship "ADANA," Capt. A. SMITH, will be despatched for the above Port on 10th November.

For Freight, apply to

SHEWAN TOMES & CO., Agents, Hongkong, September 24, 1901. 1517

## Shipping.

REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.  
SATSUMA ... About 20th Oct.  
KURDISTAN ... About 20th Nov.  
LENNOX ... About 20th Nov.  
RICHMOND CASTLE ... End November.  
ORNSAY ...  
HILGLEY ...

For Freight and further information



## Shipping.

**NIPPON YUSEN KAISHA.**  
FOR MANILA.  
THE Company's S.S. Steamship  
**ROSETTA MARU.**  
3,411 Tons Gross, Captain N. Tani,  
will be despatched for the above Port on  
FRIDAY, the 27th Instant, at 4 p.m.  
This Mail Steamer is provided with all  
superior Accommodation and with all  
modern fittings and improvements for the  
safety and comfort of Passengers. Doctor  
and Stewardess carried.  
Return Tickets issued by this Company  
are available for return by Steamers of the  
other Line.  
For Freight or Passage, apply to  
**A. S. MIHARA,**  
Manager.  
Hongkong, September 20, 1901. 1954

## NOTICE.

**COMPAGNIE DES MESSAGERIES  
MARITIMES.**  
PAQUEBOTS POSTE FRANCAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, BOMBAY, ADEN,  
EGYPT, MARSEILLES, MEDITER.  
RANEAU AND BLACK SEA PORTS.  
LONDON, HAVRE, BORDEAUX;  
PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 7th October, at  
4 p.m., the Company's Steamship  
**NATZU**, Captain BOURN, with MAILES,  
PASSENGERS, SPECIE, and CARGO,  
will leave this Port for MARSEILLES via  
BOMBAY.

This Steamer connects at COLOMBO  
with the S. S. *Tanika* which, vessel  
takes on her Passengers and Mailes, leav-  
ing that Port on the 10th Oct., direct  
to SUEZ, PORT SAID & MARSEILLES.  
Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted till  
noon. Cargo will be received on board  
until 4 p.m. Specie and Parcels until 3  
p.m. on the 6th Oct. (Parcels are not  
to be sent on board; they must be left at  
the Agency's Office).  
Contents and value of Packages are re-  
quired.  
For further particulars, apply at the  
Company's Office.  
**P. DE CHAMPORIN,**  
Agent.  
Hongkong, September 23, 1901. 1973

## FOR NEW YORK.

**THE 33 A. I. I. American Ship**  
**MANUEL LAQUINO**  
will load during September and October,  
sailing about 25th October.  
For Freight, apply to  
**SHEWAN, TOMES & Co.**  
Hongkong, July 8, 1901. 1421

**SHEWAN, TOMES & Co.'s NEW YORK  
LINE.**

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship  
**ASAMA.**  
Capt. F. E. Bennett, will be despatched for  
the above Port on the 15th December.  
For Freight apply to  
**SHEWAN, TOMES & Co.**  
Agents.  
Hongkong, September 24, 1901. 1975

## Notices to Consignees.

## STEAMSHIP LADS.

**COMPAGNIE DES MESSAGERIES  
MARITIMES.**

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from LONDON  
ex s.s. *Ortega*, from HAVRE ex s.s.  
*Ortega*, from BORDEAUX ex s.s. *Ortega* in  
connection with above Steamer, are hereby  
informed that their Goods, with the exception  
Opium, Treasure and Valuables, are being  
landed and stored at their risk in the  
Godowns of the HONGKONG, KOWLOON  
WHARF & GODOWN COMPANY, Ltd., at  
Kowloon, whence delivery may now be ob-  
tained immediately after landing.

Optional Cargo will be forwarded on un-  
less intimation is received from the Con-  
signees before Noon To-morrow, the 24th Inst.,  
requesting it to be landed here.  
Bills of Lading will be countersigned by  
the Undersigned, Goods remaining unclaim-  
ed after Tuesday, the 1st Oct. at Noon,  
will be subject to rent and landing charges.

All Claims must be sent in to me on or  
before the 1st Oct., or they will not be  
recognized.  
All Damaged Packages will be examined  
on Tuesday, the 1st Oct., at 3 p.m.  
No Fire Insurance has been effected.

**P. DE CHAMPORIN,**  
Agent.  
Hongkong, September 24, 1901. 1979

## BARBER LINE OF STEAMERS.

NOTICE TO CONSIGNEES.  
**S. S. RICHMOND CASTLE.**  
FROM NEW YORK, STRAITS AND  
MANILA.

CONSIGNEES of cargo are hereby  
informed that all Goods are being  
landed at their risk in the Godowns of the  
HONGKONG & KOWLOON WHARF &  
GODOWN COMPANY, Ltd., at Kowloon, whence  
and/or from the Wharves delivery may be  
obtained.

No Claims will be admitted after the  
Goods have left the Godowns, and all  
Goods remaining undelivered after the 1st  
October, will be subject to rent.

All Claims against the Steamer must be  
presented to the Undersigned on or before  
the 1st Oct., or they will not be recog-  
nized.

All broken, chafed, and damaged Goods  
are to be left in the Godowns, where they  
will be examined on the 1st Oct. at  
3 p.m.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**DODWELL & Co., Ltd.**  
Agents.  
Hongkong, September 24, 1901. 1983

## Intimations.

**H. F. CARMICHAEL**  
CONSULTING ENGINEER.  
SURVEYOR AND CONTRACTOR.  
QUEEN'S BUILDINGS.  
TELEGRAMS: "CARMICHAEL," HONGKONG.  
A B C Code, 4th Edition.  
Lieber's Standard Code.  
TELEPHONE, 232.  
Hongkong, July 2, 1901. 1379

**Kinghorn & Macdonald,**  
Consulting Mechanical Engineers  
and Surveyors.  
Contractors for the SUPPLY OF ALL  
KINDS OF MACHINERY AND  
APPLIANCES.  
100, QUEEN STREET.  
HONGKONG.

**ICE MAKING.**  
**MESSRS. KINGHORN AND MAC-**  
**DONALD** having been appointed  
SOLE AGENTS for Messrs. J. and E. HALL'S  
PATENT REFRIGERATING MACHINERY, and  
prepared to supply Estimates, Plans and  
Specifications for all sizes of Machines.  
Office: No. 13 BRADFORD ARCADE—  
(ground floor).  
Telephone, No. 143.  
Telegrams: "KINGHORN," HONGKONG.  
A. B. C. & A. I. Codes used.  
**JOHN W. KINGHORN,**  
M.I.M.E., M.I.Mech.E., London.  
**DONALD MACDONALD,**  
HONGKONG, May 28, 1900. 1083

**榮 CHEE WING & CO., 致**  
28 & 29, LEE YUEN STREET (WEST),  
HONGKONG.

DEALERS IN  
All sorts of COPPER, BRASS, STEEL,  
IRON WARE, &c.,  
STEEL GIRDERS AND TEES,  
CORRUGATED IRON, PIG IRON, &c.,  
Suitable for  
SHIPS, ENGINEERS AND HOUSE BUILDERS.  
Hongkong, May 20, 1900. 1227

**B. J. BARLOW,**  
CONSULTING ENGINEER, SUR-  
VEYOR AND CONTRACTOR.

PLANS and Specifications Supplied for  
any Class of Engineering Work.  
Marine Work a Specialty; Designs pre-  
pared for Small Coast Steamers. Light  
Draught Vessels, Dredgers, Tug Boats,  
Launches and Barges of any Class or for  
special requirements. New and Repair  
Work supervised. Contractor for the  
Supply and erection of any Type of  
Machinery.

Telegrams: "BARLOW" Hongkong.  
Telephone No. 74.  
P. O. Box No. 40.  
**B. J. BARLOW,**  
Office 9, Queen's Road, Central.  
Hongkong, June 11, 1901. 1232

**CHAS. J. GAUPP & Co.,**  
Chronometer, Watch & Clock Makers,  
Jewellers, Gold & Silversmiths.  
NAUTICAL, SCIENTIFIC AND  
METEOROLOGICAL  
INSTRUMENTS.

VOIGTLANDER'S CELEBRATED  
BINOCULARS AND TELESCOPES.  
BUTCHER'S LIGHT AND OTHER COMPASSES.  
ADMIRALTY & IMRAY CHARTS.  
NAUTICAL BOOKS.  
English SILVER & ELECTRO-PLATED WARE.  
Christie & Co.'s ELECTRO-PLATED WARE.  
GOLD & SILVER JEWELLERY  
in great variety.  
**D I A M O N D S**  
AND  
DIAMOND JEWELLERY.  
Splendid Collection of the Latest LONDON  
PATTERNS, at very moderate prices. 472

**MINERAL  
ASSAYS & ANALYSES.**

**THE YANSEY VALLEY SYNTHETIC, Ltd.,**  
having its own well-equipped Labor-  
atory, is prepared, in order to assist in the  
Mineral Development of China, to do Assay  
work of all descriptions, Quantitative  
Analyses, and to classify minerals for Mine  
owners and others.  
Mines as well as Minerals of Economic  
value purchased and consultations arranged  
by appointment.  
Terms moderate.  
Address:—THE LABORATORY,  
49, Seeshuen Road,  
Cable Address: "YANSEYS," Shanghai.  
13th August, 1900. 1726

**KANG ON,**  
CONTRACTOR,  
30, D'AGUIAR STREET, HONGKONG.

CONTRACTS for Loos and Coast Port  
BUILDINGS of all descriptions, Sup-  
plying TIMBER, BRICKS, GRANITE, and all  
BUILDING MATERIALS at very MODERATE  
PRICES, and undertakes the engagement of  
CARPENTERS, SMITHS and MASONS.

**C. E. WARREN,**  
BUILDING CONTRACTOR,  
No. 3a, WYNDHAM STREET.

ESSENTIAL Appliances Supplied and  
Fixed.  
DRAINS, TRAPS, WASTE PIPES, Etc.,  
Cleaned and Repaired.  
Sanitary Board Notices receive prompt  
attention.

AGENTS FOR MOSAIC TILES.  
Prices on Application.  
Hongkong, August 2, 1901. 1609

**NAKAZAWA,**  
DEALERS IN  
CLOISONNE, SATSUMA, LACQUERED  
AND  
BRONZE WARES.  
TEA SERVICES, PORCELAIN GOODS  
PICTURE FRAMES  
AND ALL KINDS OF  
JAPANESE FINE ART CURIOS,  
AT MODERATE PRICES.  
11, BRADFORD ARCADE,  
Opposite CITY HALL.  
Hongkong, August 6, 1901. 1627

**WASHINGTON BOOKS.**  
(In English and Chinese.)  
**WASHINGTON BOOKS**, for the use  
of Ladies and Gentlemen, can be  
had at the Office—Price 3/6 each.  
CHAS. M. LEE, Opp.

**WASHINGTON BOOKS.**  
(In English and Chinese.)  
**WASHINGTON BOOKS**, for the use  
of Ladies and Gentlemen, can be  
had at the Office—Price 3/6 each.  
CHAS. M. LEE, Opp.

**WASHINGTON BOOKS.**  
(In English and Chinese.)  
**WASHINGTON BOOKS**, for the use  
of Ladies and Gentlemen, can be  
had at the Office—Price 3/6 each.  
CHAS. M. LEE, Opp.

## Banks.

**THE MERCHANTS BANK OF  
INDIA, LIMITED.**  
AUTHORIZED CAPITAL.....£1,500,000  
SUBSCRIBED.....£1,125,000  
PAID UP.....£562,500  
RESERVE FUND.....£ 40,000  
BANKERS  
LONDON JOINT STOCK BANK, LIMITED.  
INTEREST allowed on Current Accounts  
at the rate of 2% per annum on the Daily  
Balances.  
On Fixed Deposits:—  
For 12 Months.....4%  
" 6 ".....3%  
" 3 ".....2%  
**J. THURBURN,**  
Manager, Hongkong.  
Hongkong, April 1, 1901. 234

**THE  
YOKOHAMA SPECIE BANK,  
LIMITED.**  
ESTABLISHED 1880.  
CAPITAL SUBSCRIBED.....Yen 24,000,000  
CAPITAL PAID-UP....." 18,000,000  
CAPITAL UNPAID-UP....." 6,000,000  
RESERVE FUND....." 8,510,000  
HEAD OFFICE—YOKOHAMA.  
BRANCHES AND AGENCIES:  
TOKYO. KOBE. NAGASAKI.  
LONDON. LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU. BOMBAY.  
SHANGHAI. TIENTSIN. NEWCHANG.  
LONDON BANKERS:  
The London Joint Stock Bank, Limited,  
Part's Bank, Limited,  
The Union Bank of London, Limited.  
HONGKONG BRANCH—Interest allowed.  
On Current Account at the Rate of 2%  
per annum on the daily balance.  
On fixed deposits for 12 months, 5% per  
annum.  
On fixed deposits for 6 months, 4% per  
annum.  
On fixed deposits for 3 months, 3% per  
annum.  
**TARO HODSUMI,**  
Manager.  
Hongkong, April 17, 1901. 589

**THE HONGKONG AND SHANGHAI  
BANKING CORPORATION.**  
ESTABLISHED BY IMPERIAL DECREE OF THE  
12TH NOVEMBER, 1863.  
SUBSCRIBED CAPITAL.....Tls. 5,000,000  
PAID-UP CAPITAL....." 2,300,000  
HEAD OFFICE—SHANGHAI.  
BRANCHES AND AGENCIES:  
CANTON. PEKING.  
CHEFOO. PENANG.  
CHINKIANG. SINGAPORE.  
CAMPIONG. TIENTSIN.  
HANKOW.  
THE BANK PURCHASES and receives for  
Collection Bills of Exchange drawn  
on the above places, and Sells Drafts and  
Telegraphic Transfers Payable at its  
Branches and Agencies.

**HONGKONG BRANCH.**  
Advances made on approved securities.  
Bills Discounted.  
Interest allowed on Current Accounts at  
the Rate of 2% per annum on the Daily  
Balances.  
On Fixed Deposits for 3 Months.....3%  
" 6 ".....4%  
" 12 ".....5%  
**E. W. RUTTER,**  
Manager.  
Hongkong, January 18, 1901. 1970

**HONGKONG AND SHANGHAI  
BANKING CORPORATION.**  
PAID-UP CAPITAL.....£10,000,000  
RESERVE FUND....." 3,750,000  
STERLING RESERVE, £10,000,000  
SILVER RESERVE....." 3,750,000  
RESERVE LIABILITY OF  
PROPRIETORS....." 10,000,000  
COURT OF DIRECTORS:—  
H. SHAW, Esq., Chairman.  
Hon. J. B. Bell, Esq., Deputy Chairman.  
A. Haupt, Esq., N. A. Sieb, Esq.,  
D. Meyer, Esq., H. W. Slade, Esq.,  
R. L. Richardson, Esq., H. E. Tomkins, Esq.,  
A. J. Raymond, Esq., Paul Witkowski, Esq.,  
CHIEF MANAGER:—  
HONGKONG—SIR T. JACKSON.  
MANAGER:—  
SHANGHAI—H. M. BEVIS, Esq.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING CO., LTD.

**HONGKONG—INTEREST ALLOWED.**  
On Current Account at the rate of 2 per  
cent. per annum on the daily balance.  
ON FIXED DEPOSITS:—  
For 3 months 2 1/2 per cent. per annum.  
" 6 " 3 " " " "  
" 12 " 4 " " " "  
**T. JACKSON,**  
Chief Manager.  
Hongkong, August 17, 1901. 263

**HONGKONG SAVINGS BANK.**  
THE business of the above Bank is con-  
ducted by the HONGKONG AND  
SHANGHAI BANKING CORPORA-  
TION. Rules may be obtained on ap-  
plication.  
INTEREST on deposits is allowed at  
3 1/2 PER CENT. per annum. Depositors  
may transfer at their option balances of  
£100 or more to the HONGKONG AND  
SHANGHAI BANK, to be placed on  
FIXED DEPOSIT at 4 PER CENT. per  
annum.  
For the Hongkong and Shanghai  
Banking Corporation,  
**T. JACKSON,**  
Chief Manager.  
Hongkong, October 3, 1900. 1517

**THE NATIONAL BANK OF CHINA,  
LIMITED.**  
AUTHORIZED CAPITAL.....£1,000,000.  
PAID UP CAPITAL.....£ 324,574.  
HEAD OFFICE—HONGKONG.  
Board of Directors:  
CHAN KIT SHAN, Esq., C. EWENS, Esq.,  
CHOW TUNG SHAN, Esq., J. T. LARSEN, Esq.,  
Esq.  
Chief Manager:  
Geo. W. F. PLATT, Esq.  
Interest for 12 months fixed.....5%  
Hongkong, March 18, 1901. 117

## Banks.

**THE CHARTERED BANK OF INDIA,  
AUSTRALIA, AND CHINA.**  
INCORPORATED BY ROYAL CHARTER 1853.  
HEAD OFFICE, LONDON.  
CAPITAL PAID-UP.....£200,000  
RESERVE LIABILITY OF SHARE-  
HOLDERS....." £200,000  
RESERVE FUND....." £275,000  
INTEREST allowed on Current Account  
at the rate of 2% per annum on the Daily  
Balances.  
On Fixed Deposits for 12 months 4%  
" 6 " 3%  
" 3 " 2%  
**T. H. WHITEHEAD,**  
Manager.  
Hongkong, July 9, 1901. 846

**DEUTSCH-ASIATISCHE BANK.**  
PAID-UP CAPITAL, STR. Tls. 5,000,000.  
HEAD OFFICE: SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.  
BRANCHES:  
BERLIN. CALCUTTA.  
HANKOW. TIENTSIN.  
TSINGTAU (KIATSENGHOU).  
LONDON BANKERS:  
Messrs N. M. Rothschild & Sons.  
Union Bank of London, Ltd.  
Deutsche Bank (Berlin), London Agency  
Direction der Deutsche Gesellschaft.  
Interest allowed on Current Account.  
Deposits received on terms which may be  
learned on application. Every description  
of Banking and Exchange business trans-  
acted.  
**E. F. GRUB,**  
Acting Manager.  
Hongkong, May 30, 1901. 293

**HUMPHREYS ESTATE & FINANCE  
COMPANY, LIMITED.**  
CAPITAL, FULLY PAID-UP.....\$1,000,000.  
RESERVE FUND....." 125,000.  
Directors:  
J. S. VAN BUREN, Esq.,  
C. EWENS, Esq., C. S. SHARP, Esq.,  
H. W. SLADE, Esq., HO TUNG, Esq.,  
General Managers:  
Messrs JOHN D. HUMPHREYS & SON.  
Bankers:  
THE HONGKONG AND SHANGHAI  
BANKING CORPORATION.

THE Company is prepared to act as  
Special Agents or Attorneys, Liqui-  
dators, Executors or Administrators, as  
Trustees, Receivers, House and Estate  
Agents for Residents or non-Residents,  
and, on Commission, to buy or sell Prop-  
erty, to advance money against Mortgage,  
to invest funds in Mortgage or otherwise,  
to buy or sell Shares of Local Stocks, and  
generally to act for those who may be  
temporarily or permanently absent from  
the Colony.  
**JOHN D. HUMPHREYS & SON.**  
General Managers.  
Hongkong, May 13, 1901. 361

**Insurance.**  
The  
Equitable  
Life.

**Polices are Sight Drafts  
at Maturity.**  
Surplus Fund (from which  
dividends are to be paid)  
Over £3,700,000.  
**F. KIENE, Manager.**  
Hongkong.

**SALAMANDER FIRE INSURANCE  
COMPANY.**  
THE Undersigned having been appointed  
AGENTS for the above Company are  
prepared to accept Risks against Fire at  
Current Rates.  
**HOTZ, JACOB & Co.**  
Hongkong, March 31, 1900. 738

**UNION ASSURANCE SOCIETY.**  
(Instituted in the Reign of Queen Anne  
A.D. 1714).  
CAPITAL FULLY SUBSCRIBED, £450,000.  
CAPITAL PAID UP, £160,000.  
TOTAL INVESTED FUNDS EXCEED £3,450,044.  
TOTAL ANNUAL INCOME, £1,103,883.  
THE Undersigned, having been appointed  
AGENTS of the above Society in Hong-  
kong, are prepared to issue POLICIES against  
FIRE on the usual terms.  
**HARRY WICKING & Co.,**  
Praya Central.

**NORTH BRITISH AND MERCANTILE  
INSURANCE COMPANY.**  
TOTAL FUNDS AT 31st DECEMBER, 1900,  
£14,738,681.  
Authorized Capital.....£3,000,000 0 0  
Subscribed Capital.....£2,750,000 0 0  
Paid-up Capital.....£287,500 0 0  
Fire Funds.....£2,833,716 14 4  
HAVING been appointed AGENTS of the  
above Company we are prepared to  
Accept EUROPEAN AND CHINESE RISKS at  
Current Rates.  
**SHEWAN, TOMES & Co.,**  
Agents.  
Hongkong, July 3, 1901. 1537

**HAVE YOU A PENSION?**  
To look forward to?  
If not write at once and obtain a copy of  
the STANDARD LIFE ASSURANCE  
COMPANY'S "PERFECT PENSION"  
SCHEME.  
Better than the Savings Bank.  
For full particulars of the Scheme, apply to  
**DODWELL & CO., LIMITED.**  
Agents.  
Hongkong, April 8, 1901. 4-83

## His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Albatross	despatch-vessel	1700	—	3000	Comdr. C. G. F. M. Craddock	Wenhaiwei
Albion	battleship, 1st class	12,500	16	13,500	Captain W. W. Hewett, R.N.	Hankow
Algerine	crusier, 2nd class	4300	10	1400	Commander R. E. Hunt	Shanghai
Argonaut	crusier, 1st class	11,000	16	18,000	Captain J. Sparke	Hongkong
Astron	crusier, 2nd class	4300	10	1400	Captain H. Cherry	Amoy
Aurora	armoured crusier, 1st class	6600	12	8500	Captain A. W. Paget, C.M.G.	Wenhaiwei
Blondeau	battleship, 1st class	12,500	16	13,500	Captain E. H. Bayly, C.B.	Wenhaiwei
Blenheim	crusier, 1st class	4300	10	1400	Captain Sir G. T. Warrender	Wenhaiwei
Brabant	gunboat, 1st class	710	6	1800	Captain F. H. Henderson	Kiukiang
Brisk	crusier, 3rd class	1770	6	3500	Lieut.-Com. F. M. Leake	Singapore
Britannia	gunboat	716	6	1300	Comdr. Baird	Wenhaiwei
Daphne	sloop	1140	8	2000	—	Amoy
Diadem	crusier, 2nd class	6600	11	9000	Captain P. F. Tildard	Nanking
Dolphin	crusier, 2nd class	6600	11	9000	Captain R. H. S. Stokes	Shanghai
Endymion	crusier, 1st class	7350	12	10,000	Captain W. A. Paget	Tung-tung Lake
Essex	g-b. 3rd class coast defence	363	3	200	Lieut.-Com. W. F. Blunt	—
Fam	torpedo boat destroyer	360	4	6700	—	—
Fingert	gunboat, 2nd class	455	4	360	—	—
Gloria	battleship, 1st class	12,500	16	13,500	Captain W. A. Carter	Hongkong
Goth	battleship, 1st class	12,500	16	13,500	Captain Lewis Wintz	Wenhaiwei
Handy	torpedo boat destroyer	275	4	4000	Lieut.-Com. G. H. Holden	Wenhaiwei
Hart	torpedo boat destroyer	275	4	4000	Lieut.-Com. J. G. Armstrong	Wongsoo
Hummer	storeship	1640	—	800	Comdr. H. J. Davison	Hongkong
Isis	crusier, 2nd class	6600	11	9000	Captain Windham	Hongkong
Janus	torpedo boat destroyer	280	6	3000	—	Bangkok
Lizard	gunboat, 1st class	716	6	1000	Lieut.-Com. John C. Watson	Wenhaiwei
Marathon	crusier, 3rd class	2950	6	9000	Captain John G. M. Field	Wongsoo
Ocean	battleship, 1st class	12,500	16	13,500	Hon. A. G. C. Howe, C.B.	Wenhaiwei
Orlando	armoured crusier, 1st class	6600	12	8500	Captain J. H. T. Burke, C.B.	Hongkong
Orter	torpedo boat destroyer	360	6	4300	Lt.-Com. C. P. Mansel	Wenhaiwei
Phenix	sloop	1015	6	1400	Commander W. H. Nicholson	Hongkong
Pigmy	gunboat, 1st class	755	6	720	Comdr. Oldham	On a cruise
Pique	crusier, 2nd class	6600	8	7000	Capt. Harry C. Reynolds	Nanking
Plover	gunboat, 1st class	755	6	1200	Lt.-Com. G. V. de M. Cowper	Taku
Rambling	gunboat, 1st class	835	6	720	Lt.-Com. Morris H. Smyth	Hongkong
Redpoll	gunboat, 1st class	805	6	720	Lt.-Com. Howarth Smith	Yangtze </td
Robin	river gunboat	85	2	240	Lieut.-Com. G. W. Webster	Canton
Rosario	sloop	980	6	1400	Comdr. C. A. W. Hamilton	Hongkong
Sandpiper	river gunboat	85	2	240	Lieut.-Com. H. C. Carr	Wuchow
Scout	river gunboat	85	2	240	—	Hankow
Swift	gun-vessel, 2nd class	756	2	870	—	Hongkong
Taku	torpedo boat destroyer	250	6	6500	Lt.-Com. C. P. Beatty-Pownall	Shanghai
Talbot	crusier, 2nd class	6600	11	9000	Captain F. G. Stupford	Hongkong
Tamar	receiving ship	4654	6	—	Commander Francis Power, C.B.	Fuzhou
Torridge	coast defence gunboat	363	3	200	Captain Percy Scott, C.B.	Wenhaiwei
Waterwitch	surveying ship	820	4	450	—	Hongkong
Whiting	torpedo boat destroyer	260	6	6900	Lieut.-Com. W. O. Lyne	Wenhaiwei
Wivern	coast defence ship, armoured	2750	4	1000	Lt.-Com. G. Mackenzie, D.S.O.	Wenhaiwei
Woodcock	river gunboat	150	2	550	Lieut.-Com. H. D. S. Watson	Hankow
Woodlark	river gunboat	150	2	550	Lieut.-Com. H. E. Hillman	Poyang Lake



